

*Life Support  
File*

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[redacted]

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Copy        of       

14 January 1971

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report 11-12 January 1971

1. Location and Purpose of Visit:

The undersigned visited the David Clark Company in Worcester, Massachusetts, on 11 and 12 January 1971. The purpose of this visit was to discuss the S1010 PPA fabrication and delivery schedule and to discuss problem area associated with the full-pressure suit.

2. Results of Visit:

a. The David Clark Company has indicated that future delivery of S1010 PPA's will be provided to the Detachment 90 days from the time of measurement. This reduces the delivery time by about one month and should help in alleviating the scheduling problems recently encountered.

b. Installation of the automatic activators for the integrated suit life preserver is about 50% complete. The spare harness and ventilation assemblies

USAF review(s)  
completed.

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[REDACTED] are complete and have been shipped to Detachment "G" for delivery to Detachment "H".

c. Discussions were held on the recent face plate heat circuit failure which occurred at Davis Monthan AFB. Apparently this failure was caused by a short circuit in the visor heat line resulting in a rheostat burning up. [REDACTED] has been made aware of the problem and final results and changes will be proposed at the February 1971 RRB Meeting.

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d. A proposal has been made to accomplish a "rough"-water cold-weather evaluation of the 901J SB-71 pressure suit. These tests would hopefully be performed in the open sea close to Otis AFB. It would seem wise to make use of this opportunity to also test the S1010 under the worst possible sea conditions. The U. S. Coast Guard has offered their assistance in providing a vessel and rescue standby for a one-day exercise. If this test does come to pass, the undersigned will serve as test subject utilizing suit #400, the prototype suit, which has been modified for a reasonably close fit.

e. The major interest in this area revolves around survival time in the cold water in a rough sea if the raft either fails to activate or is damaged or lost during bailout.

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[REDACTED]

AMS/OSA

CONCURRENCE AND/OR COMMENTS

C/AMS/OSA

Date

[REDACTED]

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Distribution

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